

BPAC Infrastructure Committee: January 11, 2024 minutes

This meeting was held in-person at the Broadway Conference Room, 250 Frank Ogawa Plaza, Suite 4314, Oakland, CA 94612. [Original agenda page available here](#). Additional attendees, not committee members nor staff, also participated but are not noted here

Dianne Yee (BPAC Commissioner, Committee co-chair)

Robert Prinz (Committee co-chair)

Patricia Schader (BPAC Commissioner)

Grey Gardner (BPAC Commissioner)

Jason Patton (Oakland DOT)

Pierre Gerard (Oakland DOT)

Noel Pond-Danchik (Oakland DOT)

Patrick Phelan (Oakland DOT, Oakland Bike Plan item)

Tamera White (Port of Oakland, 7th Street Port of Oakland item)

Eric Cordoba (Port of Oakland, 7th Street Port of Oakland item)

Laura Arreola (Port of Oakland, 7th Street Port of Oakland item)

Pia Franzese (Port of Oakland, 7th Street Port of Oakland item)

Celina Chan (Oakland DOT, 7th Street Connection Project item)

Acronyms / Terminology:

- BPAC = Bicyclist and Pedestrian Advisory Commission, a city-appointed volunteer group that meets monthly to discuss and advise staff on bike/walk projects, policy, and funding
- DOT = Department of Transportation
- ADA = Americans with Disabilities Act
- 35% design = An early, conceptual project design phase

3:30-3:40 pm Introductions and Updates on Previous Agenda Items

([previous meeting info here](#))

- Slow Streets Update (reviewed in 2022-23) - 8th Street construction progressing - traffic circles, hardened center lines, speed humps
- Leading Pedestrian Interval Downtown Project (reviewed in 2021) - bike riders can now also use these leading phases per state law
- Oakland-Alameda Access Project (reviewed in 2017) - The project design is now nearly complete, conversations now happening on design details with Bike East Bay, Jack London Square Business District, Chinatown Chamber of Commerce

3:40-3:45 pm Public Comment

- Request for agenda item - Rachel Osajima in Montclair District - Caltrans Bruns Court Pedestrian Overcrossing of Hwy 13 and Moraga Ave - currently not ADA compliant and is seismically deficient, proposed for removal without replacement - Pedestrian detour route is longer and more dangerous
 - What can we do as concerned community members? Can this group take action and make asks of staff?
 - Response: This committee is advisory only, does not make action items or direct staff - But we can help to daylight project information and help increase public awareness and engagement with projects
 - Might bundle this with other similar locations for future meeting invitation to Caltrans

3:45-4:45 pm Oakland Bike Plan Implementation Review & Discussion (Patrick Phelan, Oakland DOT)

[\(presentation file here\)](#)

Presentation:

- Previously presented to the full bike/pedestrian advisory commission, talking about progress since 2019
 - Commenter asked to also see info about what didn't happen as planned, in addition to what did - this presentation focuses on that
- Staff looked at all the streets 2019-2023 where there was some sort of capital project, including routine paving, which overlapped with bike plan recommendations
 - Vast majority of the bikeway types that weren't delivered as planned were mostly buffered bike lanes, some protected bikeways
 - Vast majority of the bikeway types that weren't installed at all were neighborhood bike routes, some protected bikeways
- In some cases there was a larger grant funded project already in the works
- Example: 51st Street between Broadway and Telegraph
 - Previously no bikeway, basic bike lane was delivered with paving but not a buffered bike lane as recommended in the bike plan - Would have required a road diet, wasn't enough staff capacity for advance planning ahead of the paving project
 - Another alternative could have been to repave the street with no bike lane, so the outcome was a result of staff trying to do what they could within the time constraints
 - Comment: What is a road diet?
 - Reducing the number of car travel lanes on a street and repurposing that space for something else
 - Comment: Getting a bikeway installed, even imperfect, will encourage people to ask for something even better.

- Historical context - 51st Street was one of the final streets in Oakland to be widened
- Example: 90th Ave Scrapper Bikeway from International to Bancroft
 - Not technically considered a bikeway, but is the outcome of a community process to provide preferred bike access
 - Comment: Street is set to be repaved again, opportunity to further improve signalized crossings like at Bancroft
 - Comment: Is Oakland able to make changes going forward without as much study? Yes, there have been changes via state law which enables bikeway upgrades without as much study required.
- Example: Adeline Street, 580 to 20th Street
 - Went from 4 car lanes to 2 car lanes with a buffered bike lane on each side, although the bike plan called for a protected bikeway - As part of a utility coordination project a quick-build project was implemented instead of the recommendation, was designed in just 2 weeks with costs shared by utility
 - Comment: Is it just that a protected bikeway would require a much bigger project, or does staff feel that the bike plan recommendation is infeasible?
 - Response: It doesn't have to be either/or, there could be some protected sections and some buffered - Parking compliance is also an issue
- Example: Fruitvale north of International
 - Buffered bike lanes were proposed, standard painted bike lanes were built
 - Buffered bike lanes would have required car parking removal on at least one side of the street - so the bike plan recommendation may have been infeasible since drivers would then park blocking the bike - protected would then be preferable but wasn't doable within the context of this project
 - Comment: Similar to High Street, which was paved without any bikeway - staff was concerned that a paint-only bike lane would be parked in, but protected was not doable within the project budget
- Example: Havenscourt between International and Bancroft
 - Buffered bike lanes were proposed, standard painted bike lanes were built
 - As part of community process a wide, standard bike lane was installed instead, along with added traffic calming including traffic circles and rain garden sidewalk extensions
 - Traffic calming isn't usually indicated in the bikeway typology, but can make a big difference in the safety and comfort of a facility - West Street is another example where the city added both a bikeway upgrade along with significant traffic calming
- Comment: Is there a target number of bikeways to be delivered per year?
 - No, bikeway delivery is usually dependent on the paving plan and grant funding availability for capital projects

4:15-4:45 pm, 7th St East Port of Oakland Project, Bike/Walk Access Construction Mitigation (Tamara White, Eric Cordoba, Laura Arreola, Pia Franzese, Port of Oakland)

[\(presentation file here\)](#)

Presentation:

- Project runs on 7th Street from 880 to Maritime
 - Basically building a brand new 7th Street
 - Major semi truck route to the port, also a storage yard
- Current structures are very old - The bridges have been hit numerous times and really need to be replaced
- On map maroon color is current 7th Street, orange color is the alignment of the new 7th Street - Pacific Transload building is being demolished to make way for the new road
- Project won't disrupt 7th Street much at all during construction due to brand new roadway, except once the new and old roadways need to be tied in together, and sometimes overnight
- Lots of rain could delay project, but construction completion estimated by Spring 2027
- New 14 foot bike/walk path with an extra 2 foot buffer for a greening project on the wall along the pathway
- What's happening with the 880 to Wood Street segment?
 - Currently in talks with the City of Oakland, Bay Conservation and Development Commission (BCDC), and others
- What's going to happen with the abandoned, old 7th Street area?
 - At this time no plan for that area yet
- When tie-in happens what is the time frame and communications about the pathway impacts
 - Early 2027-ish time frame
 - Will be communicating with community about when the impacts will occur
- Where will the lighting be?
 - The lighting is along the entire pathway, either on a pole or mounted on the wall
- Is the Port committing to a maintenance plan?
 - The City of Oakland is responsible for maintenance of the pathway and greening features
 - Port will have some responsibility for the bridge structures
- How will climate change and sea level rise affect this location?
 - Pumping stations already along this corridor, drainage is an important part of the project engineering
- Will this project affect truck routes and help encourage drivers to stick to routes
 - For construction phase itself, there are mandated semi routes for project contractors

4:45-5:15 pm, 7th Street Connection Project (Celina Chan, Oakland DOT)
([presentation file here](#))

Presentation:

- Oakland DOT's major projects division is working on this project - Overall goal of enhancing connections between West Oakland, Jack London Square, Downtown, and Chinatown
- Project is on 7th Street between Mandela Parkway and MLK Jr Way
- Oakland DOT conducted an equity analysis to better understand who will be impacted by the project, and looked who has been most impacted by crashes based on data analysis - this area indicated as highest equity priority category, and Black Oaklanders most impacted by crashes in the area
- Project currently at 35% design - Means an initial design phase where what design features will fit is determined
- Comment: Was there any community input about the pavement quality?
 - As part of this project the street will be fully repaved, though there weren't a lot of comments made about this via the community engagement
- Portion between Mandela and Union only one car lane each direction
- Initial designs (35%) to be released to the public in March, and more detailed 65% designs in Summer 2024
- Not yet shown in design plans, but more greening is planned via added street trees in the medians
- Hope to complete design by June 2025, construction start in 2027 to be completed by 2030
- Partial improvements at 7th Street and Filbert to be constructed in 2024
- Comment: Fire department has resisted 20-foot clearance at some locations, requiring 26-foot instead - Just one building between Filbert and Adeline is tall and unsprinklered which the fire department is most concerned about
 - Oakland DOT staff have negotiated for 20-foot clearance via this project
- Comment: Via conversation with fire department staff they indicated interest in flex posts instead of concrete, a 2-way cycletrack on one side, and whether tall, unsprinklered buildings can be retrofitted
 - Staff are looking at concrete islands not flex posts, moving forward with protected bike lanes on each side not a 2-way cycletrack on one side - Not able via this project to look at building retrofit projects for fire safety like sprinkler installations
- Comment: What are the barriers to further reducing vehicle lanes? During most of the day it isn't highly used
 - Consultant team has done a traffic analysis, based on vehicle count staff doesn't know if further reduction is feasible
 - 7th St is currently used by Port of Oakland trucks
- Comment: Greening in the medians isn't a benefit to pedestrians - Better at sidewalk where there is a benefit from shade
- Comment: Is there going to be a consistent median, or if the median is dropped will there be pedestrian refuges?

- Some parts of 7th are much wider, so median is retained there but not elsewhere
 - Still working through this in some other areas with the fire department
 - Staff will explore pedestrian refuge medians
- Comment: The left turn pockets look very long, can they be shortened?
 - Will look into this
- Comment: Like the bikeway design so far, 6.5 foot protected bikeway width should be the minimum to enable passing & side by side riding - Try to maintain this in negotiations with the fire department
- Comment: Median street trees are also less desirable than at the sidewalk because they're impacted more by large passing vehicles, and more hazardous to maintain by city crews
- Comment: Would be good to see outcome of community engagement to make sure that priority demographics are being represented in the project plans

5:15-5:30 pm, Future Agenda Item Suggestions

- See Montclair pedestrian bridge public comment above
- West Oakland Link project - commenter is concerned about it
- Upper Telegraph Ave complete streets project
- Lakeshore Ave Separated Bike Lanes Project - suggested by OakDOT staff after the meeting